MRS. KEEP CHARGES PRAUD.

Wants the Postal Authorities to Prosecut

Webb on Account of His Circulars.

In retaliation for Muhammed Alexander Rus-

sell Webb's charge against Mrs. Nafeesa M. T.

Keep of larceny of property belonging to the American Islamic Propaganda, Mrs. Keep filed yesterday with the Post Office inspector, for

submission to the authorities at Washington, a complaint against Mr. Webb, charging him

with using the mails for the transmission of

circulars for fraudulent purposes. The circular in question is dated May 1, 1894, from the head-

quarters in East Twenty-third street. It is ad-

dressed to "My Dear Brother," and after re-

viewing the glorious prospects for promulgating the faith of Islam in this country, it says:

"The proper methods to use in this progressive country are the circulation of a class of litera-

ture that will reach the hearts and souls of the people, wean them away from their material-istic civilization, and teach them to think of the

higher spiritual truths. I have already prepared

much of this literature, but I need money to pay

for printing it; I need money to pay for hall

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CANOISTS BREAK CAMP JOLLTIMES AT THE A. C. A. MEET AT CROTON POINT.

The Campe Girl Was One of the Attractions

1804, which was established at Croton Point, opposite Sing Sing on the Hudson, broke up last assembled have gone by rail to their respective homes or are journeying homeward in n their little craft, which, if slower, is a much pleasanter way. Hazardous as it may seem, ne of them are cruising through the great lakes to upper parts of Canada and to the West. Canoists having time on their hands soon the railroads, and sail both to and from the meets year after year. The canoist who can snatch only two weeks for a vacation is satisfied to travel by rail, preferring the compan-ionship and good times of camp life to a long eruise by himself.

ented at this year's meet, and of the 250 members in attendance 75 were women. These women were not of the type that put on nauti-val-looking garments and sit demurely on a racht's deck until the boat tips and then become prettily excited. On the contrary they could pad-dle and sail cances like veterans, could get out on the end of a sliding seat or "hiker," and with salls drawing taut and the lee rail awash, sneak into the eye of a twenty-knot blow, and with their dainty little craft obedient to their slightest touch on the tiller, laugh at the com-mon sailboats and skiffs that lumber through

can do anything. Her muscles are hardened by a and her nerve is always to be depended on.



it is that nerve is needed. It is no easy task to right a cance and start on again after having been dumped. If you should sak her if she can swim, while she is giving you a ride in her cance, last Friday, and upon coming to the surface and grabbing frantically for the upturned cance you would probably see the fair canoist swimming and hear her sarcastic reply.

If you cannot swim she will help you back into the boat.

of Croton Point, and was most picturesque. On the point proper were the headquarters, with the tent of the Commodors. In front of is,



do not look artistic they put us down as having no tasts."
Some of the men themselves seem to try to
outdo one another in the furnishing of their
establishments. Under the canvas of other canoists, perhaps crack sailors or paddlers, one
found less luxury, but more evidence of man.
Things were thrown about carelessly, perhaps,
pipes were lying in a bowl along with loose tobacco, tumblers stood about, and there was a



general air of solid comfort not possessed by the more luxurious establishments. Then there were canolats who had no tents and slept in their boats. These were generally men who had cruised to the meet and were going to cruise home again, and wanted to be able to say that the canoe had been good enough for them.

Sometimes a man brought his wife in this fash-

unusual for a man to be capsised half a dozen times in a race.

Racing in a cance has become such a scientific aport that only a few canoists indulge in it at each meet. The men who race make such a study of it that the ordinary salior or paddier. The sure, a Canadian, C. E. Archibaid, of the Points Claire Cance and Boat Club of Montreal, carried off most of the saling honers, and that fact is perhaps discouraging to the American who follows the sport.

The meet, however, showed greater development in the saling cance than any previous gathering, and anoid-timer of four or five years say owould have been surprised if he hal got into one of the crack saling machines. When he salied and successfully held up 100 square feet of canvas he thought he was doing a big thing. The canoist of to-day throws his body saven feet to windward and holds his boat up while 200 square feet of canvas forces him through the water at railroad speed.

For the benefit of those who do not know what a racing salling cance is this description is given. Most people regard a cance as something smaller and crankler than a rowboat, and open from stem to stern.

"That sa highly polished water coffin," said to be obtained. Then they went ashore and the youths ashled on until food had to be obtained. Then they went ashore and the youths ashled on until food had to be obtained. Then they went ashore and they you had a smalled on the province of the craft, but would not venture in it.

"Has remark will probably express the thoughts of many whol have watched the canoist akin the province of the craft, but would not venture in it.

"Has



AT SQUAW POINT.

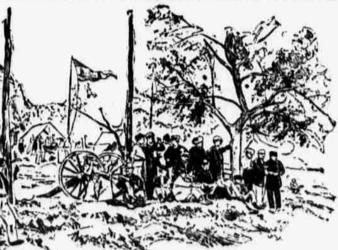
ion. They used long, open cances, over the cockpit of which and between masts they swung their tent, which, when the craft was pulled high on the beach at night, made it look not unlike a Venetian gondola with cabin. In water-tight compartments at each end were stowed provisions, clothes, and rubber mattresses and pillows, which could be infiated and made the easiest bed imaginable. Such canoists were the most independent of mortals. During the day their dunnage was stowed out of eight, and they could go where they pleased. At night their boat could be pulled up at any place they wished, their fires built, their colors hoisted their beds made, and they could rest as comfortably as any reasonable person could wish.

The A. C. A. camp fire needs a word of description. That pile of blazing logs is dear to the hearts of every man and woman canoist. The faces and figures gathered around it are indistinct, while from some place, no one knows exactly where, a voice tells a story. Then a

long narrow boat, varying in length from 14 to 18 fest, is about 30 inches in width, and is decked over all except perhaps 4 feet, in which space lives the canoist. In the floor of the cockpit is a centreboard.

At each end of the boat are air-tight lockers to keep the boat afloat in case of a capsize. The craft is riggred with two masts, and the amount of canvas they apread is appalling when one takes into consideration the size of the boat. When cruising much less canvas is used. During races and sometimes in cruising the sliding deck seat, or "hiker," is used. This contrivance is one of the products of Yankee ingenuity that have brought the saliting cance to its present state of perfection.

It is built on the same principle as the sliding seat of the rowing shell, and differs from it only in that the canoist slides out over the side of the boat instead of in it. It is not easy to ride on a "hiker," and in acquiring the knack many a ducking is taken. When the knack is mas-



strated that the birds could drink all kinds of cooling beverages, from igmonade to cacktalls, they again plunged into Tappan Zee, and paddled away uttering their loghorn cries as a parting salute.

A 5 o'clook water tea was one of the newest things as the meet. Anchored off shore was a boat capable of holding sight or more girls. It had yards at either end, and from these yards and running up over the masts were strings of flags. The boat itself was also draped in gay bunting. In its centre was the conventional teatable, with a dainty teapot and diminutive cups. Around this table sat the young women. At 5 o'clook promptly a little flag was hoisted to the top of the mainmast, and in less time than it takes to tell the boat was the centre of a awarm of caness, in which were young men and women attired in bright-colored flannals. As fast as they came they fastened their craft to the teaboat, and the young ladies were kept besy browing tea and serving it.

Usually before camp breaks up the canoiste indular in a Venetian festival. A particularly dark night is chosen. Every tent, cance, boat, and tree, and everything else that can support a fannace lamp is provided with from one to a down, or more. Then at 8 o'clock the cannon is fired, and there starts out upon the water a snake-like procession of hundreds of canoes all gayly decornied with lanterms, from which are set of warden this of the works. It makes the mace delightful of processions, and the Venatan might of the camp of 1886, at Grindstone

navigated, and when the youths returned home their parents were kept busyone entire day sending money for meals to different parts of the United States and Canada. At the second farmhouse the farmer's wife said that if the boys would take with them two of a batch of kittens so she would not have to drown them she would consider it payment for the meal. This they did, and good sallors the kittens made.

This they did, and good sailors the kittens made.

But all good things have an end. One of the kittens, after becoming a great favorite at the A.C. A. camp, went to sleep in a trank just before it was packed, and never awakened. The other fell overboard in a storm and was drowned, and the girls at Squaw Point held a funeral service for him. The \$10 bil was saved, and now hangs framed in the room of one of the boys.

The meets of the A.C. A. are steadily growing in popularity, and to them each year come the same enthusiastic members, with a sprinkling of new faces added. The next meet will probably be held in the St. Lawrence at Grindstone Island.

RELIEF WORK OF A YEAR.

Pacts from the Annual Report of the Charity Organization Society.

The report of the Charity Organization Socity for the last year has just been issued. It says that it was the most notable year from a charity standpoint in the last decade. The unusual demands upon the societies began in October. In that month there was an increase of 98 with the same month of 1892. In November there was an increase of 46 per cent., and in December one of 86 per cent. In these last two months thousands of persons from neighboring cities and States flocked into merous free food, free clothing and free lodging schemes. Their number is estimated at 15,000. To meet part of these unusual demands measires were taken, for the first time in many years, to provide relief by work for the unemployed.

To meet part of these unusual demands measures were taken, for the first time in many years, to provide relief by work for the unemployed. The Charity Organization Society opened its Wayfarer's Lodge at 516 West Twenty-eighth street. In the four months from December to April 14.129 men registered for assistance at the lodge, and 17.495 meals were furnished. It cost \$17,010 to operate the lodge, and the receipts were \$10,575. Employment was given to other men, mostly resident heads of families, by establishing a private street sweeping brigade in the tenement house districts on the lower east side. Other men found work in whitewashing dirty courts, alleys, and balls in the same localities. Only low wages were paid to these men, the idea being to give them work, but not to interfere with other men in existing occupations. Another move was in gesting the Police Justices to send the habitual station house lodgers, or rounders, to the Island. The rounders soon avoided the police stations and that gave a more respectable class of men a chance to get free lodgings. Workrooms for unskilled women were opened at 40 Prospect place.

When the society moved into its new building, at Twenty-second street and Fourth avenue, in March, 1893, it established itself as a sort of clearing house for the other groat charities of the city. Features of the work of the society records embrace 200,000 families and parts of families, who have asked for aid during the society's existence. This is perhaps the greatest mass of information ever collected regarding the circumstances of the wayward and dependent. At the Registration Bureau that special officers of the society dealt with \$49 beggars in the year. Of this entire number not one was found to be worthy. Seventy-five per cent, were able-builed, and more than fifty per cent, were solie-builed, and more than fifty per cent, were solie-builed,

Shakespearens Pestivities at Saratogs. The rehearsals for "A Midsummer Night's Dream," which is to be given on the lawn of the Grand Union Hotel, Saratoga, next Friday evening, are in daily progress. Among those who are to take part are Vernona Jarbeau as Oberon, Adole Ritchie as Titonia, Minnis Seligman as Hermid, Lilian Swain as Puck, Alberta Gallatin as Hippolyta, Mena Cleary and Sidney Worth as the leaders of fairies, Edward Lyons as Bottom, Honry Clay Barnaboe as Fluis, Charles Barron as Thosis. Eugene Ormonde as Lyannder, Alfred Hudson as Egest. Eugene Moore as Description, Joseph Frankau as Snoot, together with Graham Hundorson, Stdney Booth, Odell Williams, Chas. Butler, and others. George Riddle will read the comedy, accompanied by a full orchestra, on the day previous to the production. The children's lawn carnival on Saturday shermon will be the third of this series of entertainments.

The featival will close on Saturday evening with the Shakespearean ball, arranged by Mr. Charles H. Van Arnam. At this ball all the famous characters in Shakespeare plays will have living representations. Humles will dance with Regirics, and other groups will be fined to and Lody Macheth, Challe and Vicid, Fulsion and Russes Ford, Paracoko and Audrey. Historically correct costumes will be used. The eatire affair is under the difference of William Seymour and J. W. Morrissey. Grand Union Hotel, Saratoga, next Friday even-

GAMBLING AT SARATOGA PLAY AT THE SPA NOT SO HIGH NOW

AS IN THE OLD DAYS. Prince Von Hatsfeldt's Sensational Play-Business Men at the Tables-The Old-

time Cambiers-Charles Reed's Saratoga

Career-A New Order of Things Now. SARATOGA, July 28.—The sensational episode in connection with the high play of Prince von Hatzfeldt at the Saratoga Club this week has attracted attention to the gaming tables at this point, and gives the public some idea of the speculative bent of the thousands of visitors from all parts of the country who are yearly congregated at the Spa. In the good old days when high gambling was as common as money was pientiful the sporting men of the East yearly met their brethren of the West and South on neutral ground, but, as a veteran re-marked with a sigh last night in front of the Grand Union Hotel, "folks don't seem to have the money any more; that is, the men who do get it seem to hang on to it and are not willing

to take a chance." But it must not be inferred from the remarks above that gambling is a thing of the past in Saratoga or is conducted under certain restrictions. There is every opportunity to play any game known to the gamester, and any man who behaves himself may cross the threshold of any institution in town and risk his money on the turn of the card or the whirl of the wheel But the day of the great players of the Harry Genet and Nat Logee type has passed, and when their names are mentioned to any of the few gamblers of the old school the invariable re sponse will be:

"Oh, for those days over again. No wonder

they called Genet Prince Harry."

Genet and Logee were not the only high rollers who flourished in the early days of Saratoga as the American Monte Carlo. Taylor Paige, John McCormick, Joe Hall, Ike Buchanan, Jumps, Bud Severe, Jeff Wells, and Bill Steele were men who won and lost great sums of money and whose names are indelibly associated in the history of gaming in Saratoga. Nat Logee lost \$200,000 in one season, and Bud Severe frequently won or lost \$25,000 at a single sitting No wonder the veterans express little surprise over the doings of Prince von Hatzfeldt, whose feat of playing roulette for \$1,000 a crack at each turn of the wheel filled the younger genera tion with awe.

Play no longer runs high here, or at any othe of the Eastern resorts for that matter. A great majority of the patrons of the game here are business men who come here to take the waters, see the races, and incidentally amuse themselves by playing the games when time hangs

heavily. That Saratoga would not prosper without its gaming was shown a few years ago, when a moral wave swept over the place and a crowd of reformers, headed by Spencer Track, whose counreformers, headed by Spencer Trask, whose country home, Yeddo, is one of the most beautiful here, closed the games as tight as a drum. The best patrons of the largest hotels sent for their bills instanter, and when the managers sought for the reason, they were told that the games must be opened again or that the guests would leave and go where they could do as they pleased with their own time and money. There was a hurried conference between the hotel people and the police, and gambling has been uninterrupted since. There are reputable business men, persons holding offices of the greatest trust, who do not disguise the fact that they play whenever they are so inclined. At a table in a house on the hill, a few nights ago, the President of a big trust company, an actor of national prominence, and an agent to; a wine house called for their cards in the baccarst game and sipped their juleps as though the morrow had no cares. Play, however, has not been sensational, except in the case of the Prince, although a prominent, racing man lost \$5,000 at fare in two sittings and followed it up by a substantial donation to the betting ring the next day in his desire to get even. Everything partaining to the games is well conducted and businessike in the extreme, and all the games are "on the level."

Saratoga first came into prominence as a sporting resort when the race track was built in 1804. John Morrissey, champion puglist in his day and afterward Congressman, then built the Saratoga first came into prominence as a construction of the process street, and fitted it up most sumptuously. Two years later he took in as partners Charles Reed and Albert Spencer, both of whom are alive to-day. Cottages for their patrons were erected within the grounds, and a manimoth pool room, where pools on the races were out was also constructed. Ponds try home, Yeddo, is one of the most beautiful here,

morrow.

committee.

PROTECTION IN CHINATOWN.

The Hip Sing Tong Society's Terms While the Lexow Committee Is Not in Session.

ought during the adjournment of the Lexow

Those Chinese who are engaged in occupations

mittee held over their heads by this society unless

to be Wong Get, who testified before the Lexow

committee that the Chinese paid for protection

committee that the Chinese paid for protection by the police, which protection they did not get. It is said that Get did not obtain all the credit for the shrewdness of his evidence, as its effect, which he is presumed to have foreseen, was to let Chinamen know that the society meant to obtain protection for what money had been given to it. The more wily Chinamen have come to doubt, however, that the society has done anything more than take the money.

The schedule of prices which the society has now put in circulation is simple. There is no pretence that the money is to go to the police how, so far as can be understood. The Chinamen are threatened with the prospect of having their individual business given in detail before the Lexow committee, of which committee a great dread has been inspired. The gambling resorts, according to the schedule, have to pay \$1d a week, the orium joints \$10 a week, and those who have a room of ill fame must pay \$3 a week.

TRICKERY ILLEGAL. Justice Fitzzimous Bischarges a Prisoner Who Was Decoyed Here from Hobokes. Justice Fitzsimons of the City Court has vacated the order of arrest issued last Tuesday against Charles Stiriz of Hoboken, because of trickery. The order was issued on complaint of

were erected within the grounds, and a main moth pool room, where pools on the races were sold, was also constructed. Pronds were sold, was also constructed. Pronds were sold, was also constructed. Pronds were built, in which trout and be been and and and charge of that be will be been and and and charge of the kitchen. A man could select his own is had have him caught and on the plate before him in less than haif an hour, and the excellence of the Saratoga Club's cuisine prevails to this day.

Under the management of Morrissey, Reed & Spencer, the Saratoga Club prospeed, and during the Tweed regime it was thronged from the beginning to the end of the season. The betting on the races in those days was the great horses supped the selling one afternoon on a famous race in which Forshil, llavonet, and other great horses were named to start. They had over \$60,000 in the box, and Morrissey was afraid the sports would over-play themselves. Mr. Reed owned in those days the great mare Thora, that afterward gave Bobbins and Sir Francis to the turf, and was also the owner of Troubla, one of the best impers that ever ran through a field or topped a feet that ever an through a field or topped a feet had ever a through a field or topped a feet had ever a through a field or topped a feet had ever a through a field or topped a feet had ever a through a field or topped a feet had ever a through a field or topped a feet had ever a through a field or topped a feet had ever a through a field or topped a feet had ever a through a field or topped a feet had ever a through a field of the field of th

ment that would be expected under ordinary circumstances. The attendance at the races up to date has not been as good as the management expected it would be, but most of the best horses have not yet been seen in public, those from the West that took part in the campaign at Chicago not having sufficiently recovered from their journey. The system has always been to start the races here at 11:30 in the forencom. The visitors as ruls retire late and rise about 8 or 9:30 o'clock. A trip to one of the many springs to take the water and the breakfast hour filled in time nicely until 11, when the start for the races was made. The races over at 3 o'clock, or a trife earlier, dinner was served, and after dinner a drive followed. Supper at 9, an hour or two at the hop, or band concert for the women, a few hours at the gaming tables for the men, and the day was nicely rounded.

The management of the Saratogs Racing Association proposes changing all this, and yestorday was the initial day of the new plan, which is to run special trains from adjacent towns and Albany and Troy, and begin the races at \$130 P. M., the same as in New York and its vicinity. The tradespeople and villagers and the army of hackmen are fighting this scheme vigorously, and the society people say they will not give up their drive to go to the races. Racing men do not like the change any better than the general public, as going to the track in the morning gave them a novel change, and they enjoyed it. Under the new order of things racing here will be the same as anywhere clae. It is said that the Trojans and Albanians are careful of their dollars, and that those of them who want to be on the horses need not come to the track, but can patronize the pool rooms which are run openly in those cities in spite of the Ives law. IF CABLE CARS DON'T STOP ment that would be expected under ordinary circumstances. The attendance at the races up JUST SEND A COMPLAINT TO THE COMPANY, SAY THE OFFICERS.

Their Rules Require Them to Stop When ever Signatica-A Conductor Says They Can't Do This and Make Schedule Time. If you want a cable car to stop to let you on

all you have to do is to signal to the gripman or

to the conductor, and it will stop. At least that is what the officers of the Broadway cable road and the Third avenue cable road say, and they add that there is no distinction as to sex, age, race, or condition. If the car doesn't stop, all you have to do is to take its number and report the fact at the company's office. If you do that, the gripman and conductor will be hauled over the coals, the officers say, and maybe discharged,
"We have had complaints by the score,"
President Vreeland of the Broadway road said
to a Sun reporter yesterday, "and every complaint that has been made to us has been investigated. In some cases the gripman and the conductor have been disciplined by suspension, and in others, where there was a flagrant vio

lation of our rules, they have been dismi-At the same time I must say that very few of the complaints have been really justified. Most of the kicks come from people who want us to stop in the middle of a block, which is exactly

"The rules of our company governing the op-eration of cars are explicit and full, and our em-ployees are required to conform to every one of them upon pain of instant dismissal. Rule 26 says that 'on signal from persons desiring to ride or from conductor, drivers and gripmen must bring the car to a full stop. Rule 27 says; 'Conductors, drivers, and gripmen are required to keep a careful outlook on both sides of the street for people who desire to ride, and to bring the car to a full stop for every person who sig-nals.' What could be more explicit than those two rules? They were made, moreover, not for the purpose of looking at, but for the express instruction of our employees. We expect and de-mand that they shall be obeyed, and any case of violation, if reported to us, will be investigated at once, and we will see to it that the guilty person is punished. Of course we can't keep watch on our employees all the time, so the remedy ples, in great part, with the public itself.

higher spiritual truths. I have already prepared much of this literature, but I need money to pay for printing it; I need money to pay for hall rent, for lectures, and for current expenses. Will you help to supply it? Yourduty and your loyalty to Islam will prompt you to help me. Send me all you can spare from your own money, then urge your brother Musuulmans to do the same. If you can send one rupee or one plastret is will help us. Go to your Post Office and buy a postal order for that amount and send it to me, knowing that you are giving it to a good work. If you can send me 100, 500, or 1,000, so much the better for you and for Islam. Drafts for large amounts on New York may be had by application to the branch banks of the Hong Kong. Shanghal Banking Corporation, the Credit Lyonnals, the Imperial Ottoman Hank, and the Chartered Hank of India, Australia, and China. These banking corporations have offices in New York, which will cash drafts drawn in the Orient. Please make all Post Office orders and drafts pavallate ome."

The circular was signed, "Your brother, Muhammed Alexander Russell Webb."

According to Mrs. Keep's complaint, more than 400 of these circulars have been sent to India. Arabia, Turkey, Egypt, England, Canada, and some parts of the United States. She says that she saw a letter addressed to Webb, enclosing \$500 for the cause, hone of which was used for the benefit of Islam. Mrs. Keep also says that she has letters from Webb and his wife in which they plead extreme poverty, yet a newspaper on May 20 announced their purchases of a large farm in Esopus, N. Y. Mrs. Keep alleges that letters enclosing money were received at 458 West Twenty-third street, 33 West 133d street, 30 Fast Twenty-third street, 43 West 133d street, 30 Fast Twenty-third street, 43 West 133d street, 60 Fast Twenty-third street, 61 West 133d street, 10 Fast Twenty-third street, 62 West 133d street, 30 Fast Twenty-third street, 63 West 133d street, 30 Fast Twenty-third street, 64 Molein World, the American Islamic Propaganda, M ples, in great part, with the public itself.

"In many cases, as I have said, the complaints are unwarranted. Either the person does not signal at all, or he signals when the gripman or conductor is not looking at him; or, again, he wants to board a car in the middle of a block or on the wrong side of a cross street. City ordinances prescribe that we shall stop cars only on the further crossing of intersecting streets. There is also trouble about curves. We can't stop cable cars on curves, because the car is liable to lose the cable. We have, however, put proper signs at all curves telling where the car may be boarded.

"In the case of a car behind time, our rules provide that the gripman may refuse to stop for passengers if there is another car following within 100 feet. That rule, of course, is operative in cases where there has been a blockade, and if we didn't have it the stopping of the first car for the people who wanted to get on would cause another blockade. Ordinarily, simply because a car is behind time is no reason for the gripman refusing to stop. Our usen are never punished for being behind time when they have a proper excuse."

John Beaver, Treasurer of the Third avenue "In many cases, as I have said, the complaints

gripman refusing to stop. Our men are never punished for being behind time when they have a proper excuse."

John Beaver, Treasurer of the Third avenue road, said that the rules of his company relating to the stopping of cars were almost identical with those of the Broadway road. All cars are required to stop on signal, and when they do not a complaint sent to the company's office will bring about prompt investigation and punishment. Complaints had been made, he said, and thore have been dismissals in consequence.

"We are running our road for the benefit of the public," Mr. Beaver said, "and not for that of our employees. We shall be glad to hear of any infraction of our rules upon the part of our men."

The conductors and the gripmen have their side of the case to present. A Broadway conductor said:

"In the first place, not one man in ten ever signals a car. Going slow or fast, he seems to prefer to take it on the jump. If a man simply stands on the crossing, how are we to know whether he wants to get on or not? If a man signals to my gripman, my gripman slows down. The man is standing on the crossing, say, We're not allowed to stop on the crossing, we're not allowed to stop on the crossing, we're not allowed to stop on the crossing. Well, as soon as the man sees that the car is going beyond the crossing, he jumps on. He doesn't wait for the car to come to a stop. So, as soon as he jumps on, I give the signal to my gripman to go ahead. If my gripman didn't get that signal he would stop. But, you see, the man doesn't wait for the stop. Then, half the time, he cases me and asks me why we didn't setop. It's of no use to tell him the car would have been at full stop.

According to several Chinese merchants who vere seen in the office of Tom Lee, Mayor of Chinatown, yesterday, a certain Chinese society, called the Hip Sing Tong, has issued a schedule of prices by which police protection may be outside the pale of the law, it is declared, have the club of further revelations before that comthey pay schedule rates while the committee is not sitting. The treasurer of this society is said

on, I give the signal to my gripman to go ahead. If my gripman didn't get that signal he would stop. But, you see, the man doesn't wait for the stop. Then, half the time, he cusses me and asks me why we didn't stop. It's of no use to tell him the car would have been at full stop within five feet.

"The people already on the cardon't like you to stop, either. It jerks'em when the cable is gripped again. But, of course, that's none of our business. We always begin to stop when anybody signals, man, woman, or child, and we always do stop unleas the person gets on before, "There's a lot of difference about the time of day, too, and about the location. Take it down town in the busy hours, and how many men bother about signaling? How many men wait at the further crossing of a street, which is the only place we're allowed to stop? More than half the time the car isn't moving fasier than a small under such conditions, and it's just as easy for a man to get on a car when it's moving like that as it is for him to get on when it's at a full stop. I've often had ladles get on just the same way, because it's just as easy for them, and it saves them time.

"Stopping for everybody that wants to get on or off a car is simply impossible. Take it in the busy part of the day, when the cars are running at less than a minute headway, and what would be the result? Sometimes I have as many as 100 passengers between the City Hall and Fourteenth street. If we stopped to let on and off every one of those 100 passengers, there would be a loss of easily fifteen minutes, and what would be a constant blockade of cars in Broadway, and what would be a constant blockade of cars in Broadway, and it would take just twice as long to get up town as it does how. Our schedule time from South Ferry to Fifty-ninth atrest is forty-five minutes, and if don't believe there's a car that makes the trip in that time even now. Of course it's somewhat different at night, when the cars run on two, three, and even five minutes' headway, because we can often mak

trickery. The order was seved on complaint of Sonn Brothers, wholesale grocers of this city, who charged the defendant with having obtained \$678.13 worth of goods on the false representa-tion that he owned a bakery in Hoboken. The Sonns paid one of their salesmen \$73 to inveigle Stiriz into this city and then had him arrested. Such trickery, Justice Fitzsimons says, is not permissible, and he discharged the prisoner from Ludlow Street Jail.



Simply prepare your

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KAUFMAN HIRSH'S WILL VALID. As Allegation that Pickled Herring Was

Deuted Him to His Last Days. The will of Kaufman Hirsh, who was sometimes called "Crazy Hireh" because of his cocentricities, has been sustained by Surrogate Arnold. Hirsh died in December, 1893. He left real estate valued at a half million dollars, and personal property worth \$300,000. He made his fortune speculating in real estate, Kaufman Hirsh married twice, but left no issue. After the death of his second wife he lived with his brother's wife, Mrs. Farny Hirsh, until he died. He executed a will on Aug. 5, 1893, by which Mrs. Fanny Hirsh received an annuity of \$5,000. Mrs. Hannah Linden, a half sister, was not mentioned. She contested the product of the will, alleging that it had been procured by notice influence.

the will, alleging that it had been procured by undue influence.

Mrs. Linden introduced evidence to show that Hirsh did not spend his last days pleasantly, and that he did not have full control of his money. Mrs. Linden testified that Hirsh was very fond of pickied herving, but that his slater-in-law refused to give him any, and he treatmently came to her for some. He often told her that he would remember her in his will, and said that her daughter would be laken care of. He had also shown great interest in her boy, who is a cripple. None of Mrs. Linden's fatally was mentioned in his will. Mrs. Linden's charges were refuted by the other relatives. Surrogate Arnold holds that the charges of undue in-

There Life in the Camp and Luxury Vader Canvas Improvements in Eacing Cances - Novel Entertainments Given.

The American Canos Association's camp of Priday, and by this time the 250 canoists who

Twenty canos and boating clubs were represhe heavy seas.

The cance girl is a sight to stir the heart of the most unsympathetic mortal. She is a girl who the constant exercise of handling sail and pad-



The best of canolsts capsize at times, and then as an imprudent Sun reporter did, you would probably be treated to a ducking, just as he was

The cance girl is, nevertheless, as delightful a piece of femininity as exists. Robed in a fetch-ing gown she can pour tea at a 5 o'clock affair in the city with as demure an air as anybody, and without giving a suggestion of the muscle and dare-deviltry she possesses. She is one develop-ment of the interesting and many-sided Ameri-can and Canadian girls who have strong contitutions and who love the fresh air and a boat.

The camp this year was pitched on both sides

pointed over Tappas Sea, atood a cannon, which was first at sturizes and sunset. Over the content of the read of t

ether food, and was happy to be away from conventional arrangements. When his meal was financed he threw his dishes into Tappan Sea and let them lie there until time for the next meal, when they were quite cleaned by the fish. At least that is what one of them told The Sun reporter.

Life in a tent is always interesting. This was the general plan of tent life at the camp. First, there was always a camp fire in front of the tent, which burned brightly early in the evening and gradually smouldered and went out toward bedtime. Back of this was a raised wooden platform, around which the tent stood. The tents were in some cases beautiful beyond the understanding of people who have camped out in a rough and ready way.

Entering a Squaw Foint tent under an awning hung from trees the visitor saw a hammook above which stretched a line of flags of all colors and shapes. Beyond the hammook was a luxurious little parior, around which were seme huge divans banked with heavy pillows. Bear withs and other sugs lay about the floor, and folding mirrors, photographs of canoing subjects, and fanctin costumes adorned the walls. Back of this room was a sleeping room large snough to accommodate ten persons. Here was locary in the way of the newest things in apring tots, for although the canning maden is ready to rough it in her craft when on the water, she demands the luxury of a city home when in her known as a flee on the walls. And why not have it luxurious is if we have a fine men come to valid a rail we

ranging from Indian costumes to bloomers, ac-cording to their fancy. The cance girl, as a rule, wears a Tam o Shanter hat, dark blue sarge of fannel dress, with an extremely light skirt, under which are Kuickerbookers, heavy stock-ings, and rubber-soled shoes. The trousers are not due to arguments of dress reformers, but to



common sense. When a campe girl capsizes als unbooks and discards her skirt, and can then move freely in righting her little ship. When inside her craft she puts the skirt on again, and when she sails home no one is the wiser. Often the women sail in bathing setts, and are pre-pared to capsize at any little. The men always and in bathing suits in the races, for it is not